

Stirring Story of Achievement in New Steel Trail

History of Milwaukee One of Much Progress

Tale of How Great Railroad Pushed into the Far West is Interesting—Its Aims and Purposes in the Developing of New Territory

(By Edmund Ellsworth Sumner.)
HERE'S to the Greater Milwaukee! was the terse sentiment expressed in a toast offered by the president of the Chicago, Milwaukee & St. Paul Railway at a recent banquet given in Chicago to the officials of that system. It was brief and to the point. No words could have been uttered to more aptly illustrate the keynote of the addresses of the evening, the history, growth and development of the big system combined with the bright outlook and important plans for the future. And the official who offered the toast, A. J. Earling, the man who has little to say but who does things, concisely stated the case and echoed the thought now prevalent in the mind of the public that the Milwaukee is among the leaders in the list of important transportation companies and first among Western railroads with far-reaching plans for future expansion to meet the requirements sure to come, incidental to the industrial development and the general prosperity of the country at the present time.

And so it comes that the same sentiment can here be made the motif of a story of achievement, a new chapter in the stirring history of American transportation, a record that not only deals with the future up-building of the Pacific Northwest, but one that links the East and the West; that brings together the Occident and the Orient.

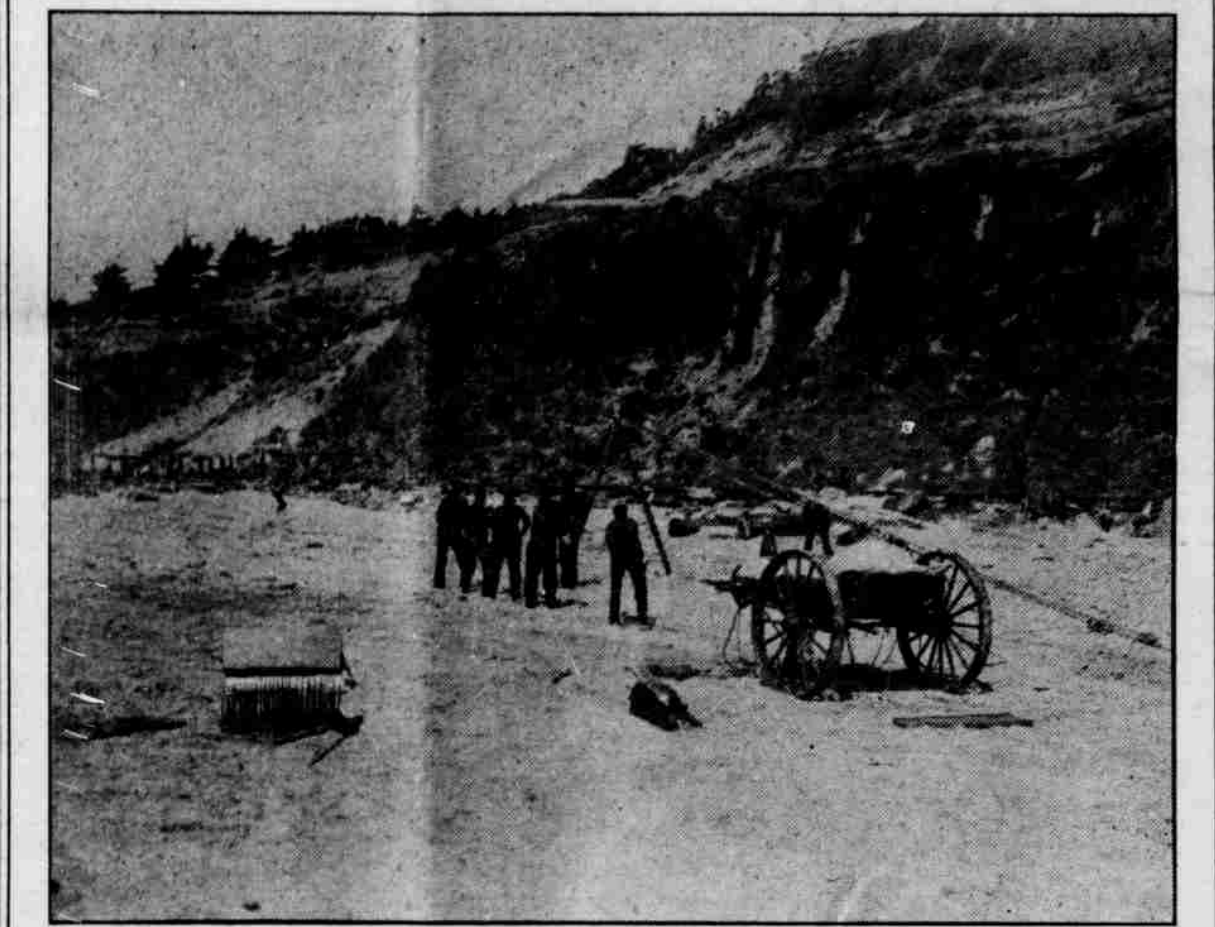
This is not in any sense a historical review of the Milwaukee, but in passing it might be interesting to note that in the early sixties the road was incorporated in Wisconsin to build a local line connecting several of the then important towns in the Badger State. Local development was the watchword and ever since the closest attention has been given to local branches that brought the products and people of the outlying farms, mining towns and settlements nearer to the main line. As a local company it took its name from the places it aimed to reach and so Chicago, Milwaukee and St. Paul have been perpetuated for all time in a 10,000-mile system that reaches Hoquiam, Spokane, Seattle, Tacoma, the Canadian boundary and a hundred other points; that penetrates the iron ore region of Duluth, the copper districts of Calumet, that connects with

the California lines at Kansas City, Omaha or Sioux City, that gridrons the states of Wisconsin, Iowa, Minnesota and the Dakotas and lastly, through the completion of its Puget Sound system, has built up a through line from Chicago and that whole territory to the greatest harbors of the Pacific, those of Puget Sound. To reach this section the line traverses a country rich in vast industrial opportunity, but merely at the beginning of its development. The building of the line to various ports of Puget Sound was but the first step in the giant plans of this railroad. No sooner had the sound of the driving of the last spike died away in the echoes of the pine-clad hills of the Sound when steps were taken to build up the local territory—branch out into new fields and today, this, the newest of all the transcontinental lines, has, even at this early date, completed more local feeders than have other and older lines existing in the Pacific Northwest.

The Milwaukee is aggressive as well as progressive. No sooner had the line been thrown open for traffic than its management looked far beyond the breakers of the broad Pacific. To the far north lay Alaska, the world's treasure house. It had been known for years, but the Milwaukee rediscovered it and sent its agents into the far interior, opening offices and getting acquainted with the miners, the sealers, the salmon fishermen and the people generally. A few weeks after the line was opened it transported the first train of high grade copper ore from Alaska to the Atlantic seaboard and this was followed by shipments by carloads of those remarkable blue foxes to the fox breeding farms of Nova Scotia.

They looked to the Orient and long before the road was completed had plans for a direct line of ships. It was the newest road, but it is to date the only transcontinental American line that has adopted a through export rate from the Far East and intermediate points to ports of Japan and China. It opened an Oriental agency and placed at the head a capable young man to properly manage that department. What is the result of all these moves? Passing through this splendid inland harbor of Puget Sound, the gateway to the whole Pacific, are vast cargoes of freight gathered along the line of the railway and destined for distant Pacific ports of this and foreign countries. This trade is but yet in its infancy, although the beginning has been noticeably successful and indicates what a great tonnage will be built up in the future. All the ports of Puget

A Life-Saving Crew at Practice Caught by the Camera



Men and apparatus combine to protect life and property off the western coast. The above picture shows a company of these fighters of the storm in a sham battle, that they may be ready when the test by wind and wave comes.

Sound are vitally interested as from one or the other of them this volume of trade passes directly over its wharves into the deep-water shipping. What will be the ultimate result and how greatly each Puget Sound port will be aided can be readily judged.

What the road is doing for all the ports it reaches on Puget Sound is too well known to need more than a brief resume. In this locality it has plans for greatly widening its scope. Here are the headquarters of the Western or Puget Sound lines; here in this state already are radiating numberless feeders and all through freights passing into the ships at the gateway to the Pacific pay tribute to the several ports; help to build them up and increase their population and commercial importance.

It is the newest line to the Puget Sound country, but already the work has been well started on the \$1,000,000 tunnel in the Cascades. It will reduce the grade to a maximum of one per cent and save nine miles over the summit. More important still, it will eliminate most of the snow troubles that have caused such delay and expense in

operating trains over this range of picturesque scenery but deep winter snows.

It is building into Spokane and preparing to erect there a palatial terminal station. It has plans for widely extending its local lines in Western Washington and electrifying many of these lines. At the City of Butte, the center of the smelting, copper and zinc mining, it is building up its local system and joining with the people of that important center in all that pertains to Butte's betterment. At Great Falls, in the same state, it is likewise giving much attention to local improvements. Here is a water power that in time will be valuable to the future electrifying of the lines and the Milwaukee is keeping pace with the local improvements by joining in all new enterprises that make for the advancement of local conditions. The same is true of other places along the whole route.

In Western Washington it has been busy from the day the last rail was laid on the main line. It bought the Tacoma Eastern, 67 miles, and leading to the main entrance to the wonderful Mt. Rainier National Park; it pur-

chased the Bellingham Bay & British Columbia, 45 miles in length through the fertile Nooksack Valley to the Canadian boundary on the north; in construction it has built from Cedar Falls to Enumclaw, Beverley to Hanford, Warden to Marcellus, Tiffis to Neppel, Cedar Falls to Everett, Tacoma to Aberdeen and Hoquiam, a grand total of 242 miles; it has established car barges on Puget Sound between Seattle and Bellingham, Seattle and Ballard, Seattle and Port Blakely, Seattle and Eagle Harbor; it has built important terminal facilities at Tacoma, Seattle and other ports.

Still aggressively marching onward, current reports indicate that it will build a line through the very heart of the Olympic peninsula, the richest timber district of the Northwest. It already skirts the southern end of that body of land, but the completion of the new lines will be the factor in developing the northern and central portion. This one plan alone will mean everything to this rich country and add to the commercial importance of the cities of the Sound.

(Continued on page two)

Men Who Aid City's Papers

Metropolitan Publications Trust Correspondents in Rural Districts

IT WAS Joe McCullough, the famous managing editor of a great Eastern daily, who said: "A good editor always has a man on the spot when hell breaks loose." Joe McCullough has been dead for more than a decade, but his advice has been followed by managing editors all over the United States. In fact, his advice has been construed as meaning the having a man in every spot where anything might happen by any possibility. The result has been the small-town correspondent. He is an important but inconspicuous cog in the vast and complicated machinery necessary to the production of the metropolitan paper of today. Columns have been filled with the records of famous "beats" scored by clever reporters on big dailies, and there has never been any lack of exploitation of the feats performed in "landing" stories of thrilling interest to thousands. No doubt many of these tributes to genius and enterprise were deserved. No one, however, has ever spoken a word of commendation for that great army of humbler newspaper men, who, situated in districts outlying the cities, represent the larger paper, each in his individual territory. As essential to the city paper as its trained editors and reporters are the country correspondents. The managing editors of these papers, if no one else, appreciate the value of the out-of-town representatives, and they pay almost as much attention to the effectiveness of their corps of men in the "country" as they do to the men and women in the home offices. They are quick to detect any signs of unreliability or inefficiency, and are not slow in making a change if there be reason for it. They realize the fact that it is the unexpected that is always happening and that the unexpected picks out-of-the-way places to happen in as often as anywhere else. It is important to managing editors that there be no weak link in the chain of correspondents who serve in the rural districts. For this reason no time is lost in replacing an incompetent, unreliable or careless correspondent with one who approaches the standard thought necessary.

Ordinarily one correspondent is appointed in each county of the state immediately adjacent to the city where the paper is located. The correspondent is required to handle all news in his county and, in case an adjoining county may have a doubtful representative, to act as his paper of any important happenings in order that all sections may be well "covered." The correspondent, besides taking care of his own territory, is also able to "tip off" big news events in contiguous territory, comes closest to highest esteem possibly for the managing editor to bestow. While it is rare for a live correspondent to receive a bit of credit or a word of praise, as happens occasionally to the city staff man, yet he knows from the fact that his "story" is given liberal space and that he is well paid for it that he is not altogether forgotten or entirely unappreciated. The mere fact that he is not "fired" shows that he is "making good."

The country correspondent is usually—invariably, almost—a reporter on the leading newspaper of the principal city of his county. While some of the big papers acquiesce in the employment of a correspondent who has retired from the newspaper field and yet keeps in touch with the news enough to serve his paper well, yet the majority insist that a correspondent be actively connected with a daily newspaper. The evening papers of the cities naturally prefer that their representatives be employed on the evening papers of their respective towns, while the morning daily papers desire their correspondents on the morning sheets of "down state." The reason is very plain. A representative of a metropolitan evening sheet employed by a morning paper in his home town cannot give thorough attention to the morning news for the reason that his night work prevents him from reaching his desk as early in the day as the reporters of the evening papers do. On the other hand, the men employed on the afternoon papers are apt to miss important happenings late at night, "stuff" that would have been handled by the men of the morning papers. In the smaller counties where big events are few and good correspondents rare, the big papers must take the best they can get and risk getting "scopped" on big

(Continued on page two)

Postage-Shy Notes Bother

Postal Official Tells Public What Stamps to Use on Letters to Go Over Seas

So much inconvenience is caused to postoffice officials and the patrons of the postal service by the large number of letters mailed to foreign countries without sufficient postage, that Second Assistant Postmaster General Joseph Stewart has sent out a letter of instruction in regard to the amount of postage necessary on letters that are to travel to "foreign parts." The letter follows: The department is informed that many letters mailed in the United States, addressed for delivery in foreign countries, which are subject to our postal union postage rates, are prepaid only two cents, the senders of such letters being under the impression, it is presumed, that our two-cent domestic postage rate is applicable to said letters. The only foreign destinations to which our two-cent letter rate applies are Canada, Cuba, Mexico, the Republic of Panama, Newfoundland, the Canal Zone, Germany (by direct steamers only), England, Scotland, Wales and Ireland and the City of Shanghai, China. To all other places the rate is five cents for the first ounce or fraction of an ounce and three cents for each additional ounce or fraction of an ounce, which must be fully prepaid or the letters become liable on delivery to a charge equal to double the amount of the deficient postage. For instance, a single-rate letter prepaid only two cents would be short-paid three cents, and, consequently, subject on delivery to an additional postage charge of six cents.

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